

MEMO

DATE: May 12, 2005
TO: Administration Committee
Regional Council
FROM: Heather Copp, CFO (213) 236-1804
Email: copp@scag.ca.gov
SUBJECT: Purchase Orders and Contracts Between \$5,000 - \$250,000

SUMMARY:

SCAG executed the following Contracts between \$5,000 and \$250,000

- Citigroup Technologies \$30,066.00
Imperial County Airport Passenger Demand Study

SCAG executed the following Purchase Order between \$5,000 and \$250,000

- SBC \$ 6,814.75
Installation of Primary Rate ISDN Phone Lines
Funding Source: Indirect Overhead

SCAG modified the following Purchase Orders between \$5,000 and \$250,000

- Avaya Financial Services \$ 6,000.00
Additional Funding for Phone and Videoconferencing Units
Funding Source: Indirect Overhead
- Quality Laser Cartridge \$ 2,000.00
Additional Funding for Toner Cartridges and Printer Repair
Funding Source: Indirect Overhead

FISCAL IMPACT:

The Work Element is listed on the detail page for each contract. Included is the Work Element and category of funding, for example FHWA, FTA, indirect.

RC/ADMIN Agenda 6/2/2005
PCDOC #110365 (sms)

CONSULTANT CONTRACT

Consultant: Citigroup Technologies Corporation

Scope: The region covered by the Southern California Association of Governments, known as the SCAG Region, includes the counties of Los Angeles, Orange, Riverside, San Bernardino, Ventura and Imperial. Within those counties reside ten established or emerging air carrier airports: Los Angeles International, Ontario International, Burbank, Long Beach, John Wayne, Palm Springs, Palmdale, March Inland Port, San Bernardino International, and Southern California Logistics. Most of the established airports are in urban locations and are subject to significant physical or legally enforceable capacity constraints. The agency's adopted 2004 Regional Transportation Plan (RTP) recommends strategies for decentralizing passenger service to the emerging airports, which are generally located in suburban areas and have room to expand. This is essential for the region to be able to serve forecast regional aviation demand, and secure the economic benefits and global economic competitiveness associated with serving that demand.

There are also other strategies for serving future aviation demand that the agency wishes to explore beyond what is adopted in the 2004 RTP. These include expanding the role of selected commuter airports in the region to include air carrier service where demand permits, and where environmental impacts on local communities can be minimized.

The purpose of this study is to explore the overall passenger serving potential and to assess the future ability of a new Imperial County Airport to serve 2030 air passenger demand from both the SCAG Region and San Diego County. The new airport would be physically unconstrained, with no restrictions on flight portfolios, and located in the same general vicinity of the existing Imperial County Airport. The demand analysis would assume the airport capacity constraints and 2030 aviation demand forecasts in SCAG's 2004 Regional Transportation Plan, as well as physical capacity constraints at San Diego International. It would also test the impacts of high-speed Maglev rail extensions from San Diego (assuming a constrained San Diego International Airport) and Palm Springs Airport in Riverside County on passenger demand attracted to a new Imperial County Airport. Lastly, the study would evaluate the employment generated around a new Imperial County Airport with and without Maglev connections to San Diego and Palm Springs, created by direct, indirect airport and induced airport activity. It would also include "catalytic" employment generation from airport-dependent companies attracted to the airport because of nearby developable land in combination with easy access to increased air carrier service.

They are committed to performing and documenting the required aviation demand modeling work by June 30, 2005. They will be able to do this since the aviation demand generation and forecasting model they employ (RADAM) is calibrated with the latest passenger survey data and 2030 demographic data for the SCAG Region as well as for San Diego County. The modeling work will be entirely consistent with the adopted regional aviation forecast in the 2004 RTP, including assumptions about future airport constraints and decentralization incentives, since Citigroup Technologies recently developed that forecast for SCAG.

Citigroup Technologies has performed a considerable amount of aviation modeling work for SCAG in the past and is very knowledgeable about key aviation issues facing the region. They have performed state-of-the-art aviation demand modeling and forecasting work for SCAG's 1998, 2001, and 2004 regional transportation plans, as well as for several specialized aviation studies managed by SCAG. They also participated in SCAG's LAX to March AFB and LAX to Palmdale high-speed rail studies in term of providing potential air passenger ridership on these Maglev high-speed rail segments. Citigroup Technologies is currently providing refined operational forecasts for SCAG's Regional Airspace Analysis. They are uniquely qualified to fulfill the overall objective of this study, which is to forecast air passenger demand at an expanded Imperial County Airport with and without Maglev high-speed rail connections to Palm Springs and San Diego.